

US 52 Safety, Access, and Interchange Study

Staff Meeting (MnDOT D6 Offices)
9:00 a.m. to Noon, March 21, 2012

Attendees:

Heather Lukes, Mike Kempinger, and Greg Paulson MnDOT; Greg Isakson, Ken Bjornstad, Goodhue County; Jack Broz, Bill Klingbeil, Dan Edgerton, and Ryan Allers, HR Green.

Discussion of Goals and Measures of Effectiveness:

The focus of the meeting was to discuss the evaluation matrix and evaluate the subarea 4 and subarea 1 alternatives. The meeting started off with a general discussion of the evaluation matrix and discussion of the five goals (safety; access management; connectivity and mobility; social, economic, and environmental impacts; and cost effectiveness) and the measures of effectiveness for each goal. During the discussion some of the measures of effectiveness for each goal were revised as follows:

- Safety – no changes made
- Access Management – no changes made
- Connectivity and Mobility – the following changes were made
 - “Provide efficient local roadway connections that ensure accessibility and connectivity with the local and regional transportation systems and to US 52” was revised to state, “Provide efficient **regional** ~~local~~ roadway connections that ensure functionality, mobility, accessibility and connectivity within ~~the local and regional~~ transportation systems and to US 52.”
 - “Ensure efficient neighborhood mobility, accessibility and connectivity,” was revised to state, “~~Ensure~~ **Provide efficient local and** neighborhood mobility, accessibility and connectivity **to the regional transportation systems.**”
 - “Allow interim improvements at low impact intersections which will likely remain for many years,” was revised to state, “Allows ~~interim~~ improvements at low impact intersections which will likely remain for many years.”
- Social, Economic, and Environmental Impacts – no changes made
- Cost Effectiveness – the following changes were made
 - “Allows short-term improvements which can be staged overtime” was changed to “Allows **interim** ~~short-term~~ improvements which can be staged overtime.”

Evaluation of Alternatives:

Meeting Notes

For the analysis of alternatives using the evaluation matrix multiple scoring systems were discussed (low, medium, high; +, o, -; colors of green, yellow, and red) it was ultimately decided to use a color scoring system of red, yellow, and green and to provide text in the matrix for justification of the color choice.

Two alternatives were analyzed for subarea 4: 4A (parclo AB interchange at CSAH 1) and 4E (diamond interchange at CSAH 9).

For safety both alternatives 4A and 4E will reduce the crash and severity rate and both will reduce variations in traffic speed. When comparing 4A and 4E the group determined 4E rated higher than 4A under the “provide improved roadway geometry and sight distance” criterion because 4A is a realignment of CSAH 9 with additional left turns and more horizontal curvature introduced for CSAH 9 traffic.

For access management alternative 4A rated higher due to more access closures. However alternative 4A rated lower than 4E for providing replacement access as alternative 4A has more access points to mitigate in a location where the topography is challenging to provide alternative access to the properties.

Both alternatives provide improved mobility along TH 52 for the connectivity and mobility goal. The differences in the alternatives arise in regional and local connections measure. For the regional movements alternative 4A provides more left turns for CSAH 9 traffic and a longer travel time for CSAH 9 traffic whereas alternative 4E provides a better travel time for CSAH 9 traffic and is viewed as the better alternative. From a local roadway perspective alternative 4A provides less travel time for properties north of CSAH 1 as they don’t have to travel down to CSAH 9 to travel north to Cannon Falls. Alternative 4C (diamond interchange between CSAH 1 and CSAH 9) splits the difference between 4A and 4E for travel time and was decided as the best alternative for the local roadway connectivity.

The cost effectiveness and the social, economic, and environmental impacts goals were not evaluated as these are fairly straight forward and based on an area or cost and are not as open to interpretation as the other goals.

Three alternatives were analyzed for subarea 1: 1A (converting 57th Avenue to a county road), 1B (backage road from the end of the Cannon Falls project at Highview Road to the west), and 1C (backage road from the end of the Cannon Falls project at Highview Road to the east).

For the safety goal both alternatives 1B and 1C rated well, while alternative 1A did not rate as well due to prominent driveway access at the northern end of the alternative.

Meeting Notes

For the access management goal all alternatives will close the CSAH 14 access point on TH 52. Alternative 1C was rated the best as it will also provide for residential access closures along TH 52.

Alternative 1C rated the best overall for connectivity and mobility goal as it improved mobility for TH 52, provides a more direct route for the regional roadway network and is able to provide easy connections to residential properties located west of TH 52 and north of the existing CSAH 14 intersection.

The alternative 1B has two different tie-in locations to CSAH 14. These were not evaluated at this time. HR Green will review and determine the differences between these alternatives from an engineering and cost perspective.

General Summary of decisions/discussion points throughout the meeting:

1. For the public meetings only the goals will be shown to the public and how each alternative scored for each goal. The public meeting will be a forum for the public to comment and provide feedback on the preferred alternative.
2. A no build alternative was discussed and will be added as an alternative to be analyzed for each subarea.
3. For the subarea 4 alternatives, once the interchange location has been selected the remaining public road at-grade median crossings will be closed. Right-in/right-out access will be allowed except for access points located within the interchange influence area.
4. The process to covert the TH 52 corridor between Cannon Falls and Hader to a freeway has three distinct periods: interim, interchange project, and Vision 52. The interim is the small improvements and access modifications along the corridor. The interchange project includes the construction of an interchange in subarea 4 and the closure of access to TH 52 within the interchange influence area. Vision 52 is the complete conversion of TH 52 to a freeway. The majority of the focus for this study is the interchange project with some access closures in the influence area of the interchange.
5. When evaluating alternatives for access management it was decided to rate the closure of a commercial access better than the closure of a residential access as more benefits are provided.
6. Interim improvements were discussed and how they should be evaluated if at all. It was determined to leave the interim improvements in as a measure to evaluate an alternative. An alternative will rate better if an interim improvement can be made and remain in place as part of the final configuration.

Meeting Notes

7. When evaluating the local and neighborhood mobility and accessibility measure for the connectivity and mobility goal consider how each alternative will impact emergency services (fire, police) and school bus routes.
8. Heather (MnDOT) stated she will provide a general cost of right of way acquisition information to HR Green to use for the evaluation of alternatives.
9. Initially cultural resources was a measure of effectiveness for the social, economic, and environmental impacts goal however this has since been removed. Heather and Mike of MnDOT will consult with the MnDOT Office of Environmental Services on whether cultural resources needs to be a measure of effectiveness used in the evaluation of an alternative.
10. The travel times calculated for the subarea 4 alternatives shall be adjusted for right in/right out access being maintained at intersections that were otherwise thought of being closed completely.
11. Stanton Township shall be included in all project documentation listing the project partners.
12. Technical memorandum 1 will be revised based on the changes to the evaluation matrix.
13. Technical memorandum 2 will be revised to include the latest safety data through the end of 2011. MnDOT will allow HR Green to utilize the traffic forecast task hours and budget to update the safety analysis.
14. Technical memorandum 3 will be revised once the changes and reviews have been finalized on technical memorandums 1 and 2.

Action Items:

- **Heather (MnDOT) will provide HR Green with general cost for right of way acquisition.**
- **Heather (MnDOT) and Mike (MnDOT) will check in with the Office of Environmental Services on the cultural resources issue.**
- **Heather (MnDOT) will provide information regarding emergency responder routes and borders between responding agencies.**
- **HR Green will update technical memorandum 1 and provide to MnDOT and Goodhue County for review.**
- **HR Green will update technical memorandum 2 and provide to MnDOT and Goodhue County review.**
- **HR Green will update the figures for subareas 1 and 4.**

Meeting Notes

- **HR Green will complete the evaluation matrix for subareas 1 and 4 and provide to MnDOT and Goodhue County for review.**